

ARRIVALS.

July 20. ACTIV. Danish str., 335. Hygom
Honolulu Bay 15th July, Salt.—A. B.
MARTY.
July 20. GARELIC. British steamer, 2,897. Pearn
San Francisco, and Yokohama, 15th July
Mails and General.—O. & O. S. S. Co.
July 20. CHAMBER. TOWER. British str., 1,900
Murray Kr. chinofa 14th July, Coals.
MITSUI B. N. KAISHA.

Smith & Co.

AT THE
Angao, Japa
Dordanus, B
Wingsang, F

July 20, T. ALLEN, British str, for Swatow.

ARRIVED.

For *Gaelic*, str. from San Francisco, &c.—
W. A. Murison, Rev. W. L. Horsley, Mrs.
Langley, messrs. Fraser Smith, D. M. Cla-
ches, Kliskat Set, Lieut. P. Helps, Mr. M.
Barunko, and 220 Chinese.

DEPARTED.

For *Thales*, str. for Amoy.—Mr. S.
Cheong Eng. For Taiwanfo.—Master W.
Pai.

TO DEPART.

For *Ganges*, str. from Hongkong for Sing-
apore.—Messrs. A. B. Catto, Erich Kos, E.
Stovell, and C. S. Leckie. For Poasang.—
Scillenberg. From Bangkok for London.—
A. C. Monck. From Yokohama for Singapore.

Mr. W. W. Clifford	Mr. Fred. E. Shean
Mr. M. M. Kahn	Mr. J. M. Speet
Mr. E. Mattil	

Rev. J. M. Morton, D.D.	Mr. W. R. Ragsdale
Rev. W. A. Marican	Capt. T. S. Ragsdale
Mrs. Robinson	Mr. S. R. Ragsdale
MOUNT AUSTIN HOZUMI.	
Miss George Armstrong	Mr. & Mrs. Kramer
Miss Armstrong	Dr. George Leprick
Mrs. Beckwith	Mr. Lutz
Mr. Blacque	Mr. Lindholm
Mr. C. de Vries	Mr. Macdonald
Mr. C. Broderman	Mr. Charles C. Walcott
Mr. J. G. Buckle	Mrs. Bryn-Palliser
Mr. Hunt Hawk	maid
Comd'r. Grider	Mr. A. Rowne
Mr. Baulm	Mr. & Mrs. Louis Rowne
Mr. A. G. C. Cohen	Mr. A. Rowne
M. J. B. Coughtrie	Mr. J. J. Ruben
Mr. and Mrs. J. David,	Nadman Master School
nurse & children.	& child
Mr. J. S. Ekwelk	Mr. Rowne
Mr. & Mrs. J. A. Th	Mr. & Mrs. J. A. Th

VESSELS IN DOCK.

KESTEREN DOCK.—Alexandria, Chu
 KOWLOON DOCK.—Alexandria, Chu
 H. M. S. Leader, Anlo, Paig.
 COSMOPOLITAN DOCK.—John McLeod.

 TO-DAY.
 Jewellery Sale at Mr. Lamont's, 2.30 p.m.
 Meeting of Selama Tin Mining Co., 4 p.m.
 Meeting of Sanitary Board, 4 p.m.
 Stanley Opera Company, Theatre Royal.

 HONGKONG HIGH-LEVEL
 TRAMWAYS COMPANY, LIMITED.

 TIME TABLE.

 WEEK-DAYS

SUNDAYS.

JOHN D. HUMPHREYS & SONS
General Managers.
Hongkong, 1st April 1892.

**THE EASTERN EXTENSION AUSTRIAN
LASIA, AND CHINA TELEGRAPH
COMPANY, LIMITED.**

NOTICE.

OFFICE is given that a RED BALL
SHAPED TELEGRAPH BUOY

NOTICE.

PUNJOM AND SUNGHEE DUA SAM
 TAN MINING COMPANY, LIMITED
 ALL PERSONS holding SCHEP in
 the above Company are requested to
 attend at the office of the Company
 in reference to the reconstruction of the
 Company.
 A Circular will be sent to each Shareholder
 in reference to the reconstruction of the
 Company.
 A. O'D. GOURDIN
 Secretary.
 Hongkong, 25th May, 1892.
 HOTELS.
 THE HONGKONG AND SHANGHAI STEAMSHIP COMPANY, LIMITED.

to
ing

Is Served in the Grand Dining Room
at Separate Tables.
Arrangements can be made for Dinner

ties in Private Rooms, and Tables or Seats
be reserved for the Table d'Hôte by applying
to
B. ISHERWOOD
Manager.

Hongkong, 18th July, 1892.

HONGKONG HOTEL

Telegraphic Address, Telephone
"Kranlin"—A.B.C. Code. No. 8.

THE most commodious and best appointed
Hotel in the Far East; situated in
control of the town, opposite the General
Office and the Hongkong Club, and adjacent

The BED-ROOMS, with adjoining Bath-rooms,

are noisy and well ventilated, open to the sky and
Veranda, are lighted by gas and are
throughout with electric communications.
The Reading, Writing, and Smoking
Rooms, Ladies Waiting Room, and
Bar and public Billiard Rooms (Six
English and American Tables) are fitted with
convenient furniture.
GRILL ROOM where chops, steaks, etc.,
served at any hour, adjacent the HOTEL.
WINE AND SPIRITS of the Best Brands
HYDRAULIC ASCENDING ROOMS of the latest
and most approved type convey passengers
freely from the Entrance Hall to each of
five floors above.
NIGHT PORTERS and WATCHMEN are
continually on duty.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

TO LET

TO LET.
ROSE VILLAS
 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

TO BE LET

TO BE LET.
NO. 27, MOSQUE STREET.
 Apply to
 No. 4, Upper Mosque Terrace,
 Hongkong, 3rd July, 1922. (10)

TO LET

TO LET.
THE TOP FLOOR OF GIBB, LIVINGSTON & CO'S HOUSE consisting of five spacious rooms and three bathrooms, suitable either as office or as a private residence.
 Apply to
 GIBB, LIVINGSTON & CO.
 Hongkong, 30th April, 1922. (19)

VESSELS ADVERTISED AS LOADING

VESSEL'S NAME	FLAG	TO	FROM	DATE	TIME
ALBERTA	Brit. str.	London	Yokohama	21st July	10.00
ALBERTA	Brit. str.	London	Yokohama	21st July	10.00
ALBERTA	Brit. str.	London	Yokohama	21st July	10.00
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VESSELS ON THE BEAT

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NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.
 Captain J. Babson, having received from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for examination by the Underwriter and for immediate delivery of their goods from alongside. Any cargo impeding the discharge will be loaded into the hold of the ship and will be unloaded after the 22nd inst. will be subject to rent. All broken, damaged, and damaged goods are to be left in the hold of the ship where they will be examined on the 22nd inst. at 4 p.m. No fire insurance has been effected. SIEMSEN & CO. Agents. Hongkong, 15th July, 1922. (1521)

TO LET

TO LET.
SHARP & CO.
 Hongkong, 27th June, 1922. (138)

TO LET

TO LET.
PRIVATE BOARD AND RESIDENCE
 "GLENDALE BUILDINGS"
 (Nos. 12 and 14, WYNDHAM STREET)
 Apply to
 MRS. GILLAN, 14, WYNDHAM STREET,
 Hongkong, 5th July, 1922. (138)

TO LET

TO LET.
COMFORTABLE BOARD AND RESIDENCE
 "GLENDALE BUILDINGS"
 (Nos. 12 and 14, WYNDHAM STREET)
 Apply to
 MRS. GILLAN, 14, WYNDHAM STREET,
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 (Nos. 12 and 14, WYNDHAM STREET)
 Apply to
 MRS. GILLAN, 14, WYNDHAM STREET,
 Hongkong, 5th July, 1922. (138)

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VESSELS ON THE BEAT

VESSEL'S NAME	FLAG	TO	FROM	DATE	TIME
ALBERTA	Brit. str.	London	Yokohama	21st July	10.00
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VESSELS ON THE BEAT

and Spade, and Cargo, will leave this the above places.

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our Orders will be granted till Noon, till be received on board until 1 p.m., and Parcels until 3 p.m., on the 26th



MAIL SUPPLEMENT TO THE HONGKONG FREE PRESS.

HONGKONG, THURSDAY, JULY 21st, 1892.

SHIPPING RETURNS AND THE TRADE OF HONGKONG.

We should like to be able to feel quite satisfied that the figures in the shipping returns supplied to us by the Harbour Master and published in our issue of the 10th instant mean that at first sight they appear to do. The returns for the first six months of the present year show a total of 34,674 vessels having a tonnage of 6,596,116, giving an increase, compared with the same period of last year, of 1,899 vessels and 34,298 tons. On the face of it this looks very healthy and might be taken for a further expansion of the trade of the Colony if such figures really afforded an unfailing test. Optimists would no doubt cheerfully accept the increase without further reflection, and congratulate the Colony upon the steady progress of its trade. Without being pessimistic, however, we feel bound to offer some reasons why these seemingly elegant figures are not quite so satisfactory as they superficially seem. The arrivals with cargoes are generally taken to mean more or less full cargo, and if that is the case the increase in tonnage arriving in the port is certainly a cause for gratification. But the vessels arriving from Europe this year have for the most part brought out light cargoes, some of them—very light ones, and the godowns in the early months of the present year—with the exception of the coal godowns—were far from well stocked. Many were pretty nearly empty for some time. It will be seen therefore that an increase in the arrivals of vessels at a port may be consistent with a positive decline in trade. This is what has happened in Hongkong if we had statistics to show it, and while the tonnage entering port has been in excess of that of the corresponding half of 1891 the quantity of cargo landed or in transit would be proved to be smaller. Trade is slowly improving now, we understand, or rather there are signs of a pending revival, and if confidence could only be regained this would soon begin to be more apparent. The season of depression has lasted some time now, buyers in all markets have been holding off very resolutely, but as and must come to this tardy in some cases and weakness in others as stocks gradually diminish and become awkwardly low. Still, as we have said, the increase in the tonnage returns is not a safe guide to go by, as an index to the prosperity of trade.

The other features presented in the Harbour Master's returns are less illusory and more genuinely satisfactory. There has been a large increase in the British tonnage, and also in the Chinese junks employed in the local trade. A considerable decrease has taken place in foreign tonnage and also in the junks engaged in the foreign trade, the inference being that more trade has gravitated to British ships. Even this conclusion, however, must not be assumed too hastily or unreservedly, for it is quite possible that the trade has paid so poorly that some vessels have been engaged in the foreign trade for a time. One explanation of the falling off in foreign trade is the sale of two or three German vessels until lately employed in the China coasting trade to Japanese, and the total loss of two or three German and Chinese steamers. There is, however, no lack of tonnage, as the rate of freight is high, and it is to be hoped that ship-owners here and in Europe will have the common sense to forbear increasing their fleets for the present. The supply of tonnage will for some time to come be quite equal to the requirements, even if the long looked for revival of trade should soon happily set in.

THE ACCIDENT ON THE PEAK TRAMWAY.

The fatal accident which occurred on the 13th inst. on the Peak Tramway is much to be deplored. The sufferers by it were coolies engaged in repairing the track near the junction where the cars meet; the Chinese pointsman, who moved the switch the wrong way. The act was pure and simple carelessness; the man had performed the same duty for a considerable time, we understand, and knew the work as thoroughly as routine work of the kind can be known by constant practice. For some reason unknown, he deferred the operation until the last moment, and in his hurry may have become flurried. Whether he has any excuse to offer for his betrayal of trust will perhaps be learned later on, if he is apprehended, for it seems he quietly absconded directly after the appalling consequences of his negligence became apparent. One poor fellow, whose leg was severed by the cable, expired soon after the accident; and two others were seriously injured. The only wonder is that so few lives were lost and so little damage done. The damage indeed was but trifling, and but for the presence of the coolies on the track erecting repairs no one would have been even injured. These facts are of a most reassuring character. The accident instead of creating alarm will tend to inspire confidence in the Tramway. On the steepest portion of the line, where the cars pass, the pointsman moves the wrong switch, yet there is neither a collision, a smash-up, nor an upset. The reasons are not far to seek. The tramway was set in motion instantly and the cars stopped. One of them got slightly derailed, but sustained no damage, and no one on board received any injury. The brakes act perfectly, and dangerous as the great gear may look to the timid and uninitiated they grip the rails with a firmness that defies upset.

But though the Tramway has thus been demonstrated to be very safe, and its working to be most trustworthy, the accident just chronicled suggests one or two precautions which the Managers of the Company may perhaps deem worthy of consideration. In the first place would it not be advisable, in future, to slacken the pace when going over the points? This is not a great object in that brief journey, and it would be well to give the conductor a fair opportunity of seeing that the points are properly put over. It would also diminish to a

minimum the chance of the pointsman making a mistake. Another recommendation is that all workmen engaged on the line should be compelled to leave it when the cars are passing. And such a rule being in force yesterday morning there would have been no loss of life. Finally the question arises as to the trustworthiness of Chinese in the service they do not get drunk. But on the other hand they are very prone to become careless and apathetic over routine work. The "can do" spirit invades every form of Chinese work or enterprise. The duties of a pointsman are very simple, and those who cannot do them readily be grasped by a child, but the responsibility is serious; a mistake means, as we have seen, a swift disaster. No accident of the kind has happened before, and probably never will again, but prevention is better than cure, and it would be well, if it is possible, to secure more returns experienced Indian pointsman who have performed the duty on railways in their own country. We have no wish to add to the expenses of the Tramway Company, which are already too heavy, but the safety of the public is the first consideration, and if the Government, in consideration of the public convenience afforded by the Tramway Company without regard to the shape of dividends, notwithstanding which the line is most efficiently and expensively worked, should give the rates hitherto collected from the Company, and if possible, reduce the cost of the periodical inspection, it has been suggested to us that the Tramway are proper objects of compassion and charity. The poor fellows were, as our readers may be aware, engaged in repairing the track in places, where the mishap occurred. Like Chinese in general they displayed a fine contempt for possible danger, partly due to ignorance and partly to recklessness. They had been warned to remain on the line when the cars were passing because it is narrow in the cutting, but they apparently care no heed to the warning. They have paid a heavy penalty for their thoughtless disregard of the unjunctious, one with his life, and the others with severe injuries which will no doubt for some time incapacitate them from working, and they will never be as capable of manual labour as before the accident. If therefore the charitable disposed public are disposed to subscribe a small sum to give these men a start it will be practical benevolence. We shall be glad to acknowledge and take charge of any contributions forwarded for that purpose.

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THE RENEWED PUBLICATION OF ANTI-FOREIGN PLACARDS IN HUNAN.

The full significance of the intimation telegraphed by our Shanghai correspondent may not at first strike the reader. That fresh anti-foreign placards have been issued from Hunan may not be thought to be a very startling piece of intelligence. The whole of the Yangtze Valley was flooded with anti-foreign literature last summer, and it is now some time since any of these intemperate outrages and murder have appeared. If therefore a stray placard or so should be issued need it be occasion for special alarm or resentment? We think so, because the followers of the riots have not yet been made to understand that the Peking Government was ever in earnest in repressing such demonstrations, or that the Foreign Powers have the pluck or the energy to prevent their recurrence in the future. The mandarin Chou Han, who was admittedly one of the authors of the most pernicious and slanderous of the anti-foreign publications printed at Changsha and scattered broadcast through Central China, is still at large. He has been reported in Hunan, but has been nominally degraded and is supposed to be under surveillance, but as matter of fact it was with the greatest reluctance that steps were taken against him, and if the truth were known he is only suspended from office until the storm has blown over. The printers of the obscene and defamatory literature were punished, as tools always are in China, while the real criminals escape. What wonder therefore, if some patriotic Chinese of Chou Han should have appeared, and impatience of the delay in the work of scouring out the "foreign devils," should have taken up the task which incendiary perfidy had dropped?

So to say, we are not greatly surprised to hear of this new outbreak of anti-foreign feeling in Hunan. The failure of the Treaty Powers to maintain their concert and press their demands until fully satisfied with the result, and predicted last year, have for its inevitable result the eventual encouragement of the anti-foreign party in China and a confirmation of the belief which has for some time been cherished in Peking that the Foreign Powers may bark but they cannot and dare not bite. It is an annoying, no doubt, to have the foreign gunboats prowling up and down the Yangtze, but as they have a right to visit the Treaty ports their presence has come to be regarded as a threat, and the very will of course be exercised that no riot should occur within their reach, at least for the present. The time will come when a foreign gunboat will have no special terrors for the Chinese, when their armaments and squadrons are sufficient to cope with the enemy. The policy of submission and appeasement will not be held in check. The fault rests with the faint-hearted Representatives of the Western Powers, who, when they demanded that Hunan should be opened up to foreign trade and intercourse as a punishment and an administrative lesson, should have insisted upon the maintenance of the destruction of property over which the Chinese officials bigoted and bargained, in no wise compensate for all the alarm, trouble, and misery caused to the missionaries and others whose homes were fired and plundered and who had to fly in some cases, and whose property was lost in some cases, and who were in having saved their lives, and some of the richest mineral deposits in

the Empire. It is quite true that the Chinese Authorities will take steps to put a stop to the riots. On the other hand it is manifest that they are really sympathetic with the Hunan agitators and will do nothing to suppress them. The authorities of the Hunan agitators and will do nothing to suppress them. The authorities of the Hunan agitators and will do nothing to suppress them.

THE PROSPECTS OF TRADE AT CHUNGKING.

The trade report for Chungking 1891 only covers little more than six months, and as trade had scarcely commenced the returns are necessarily small and afford little indication of what it may attain later on. Mr. Ross, Commissioner of Customs, makes some interesting remarks on the opening of this great mart of western and interior China to foreign trade. "After a brief review of the circumstances leading to the conversion of Chungking into a treaty port," he says—"Thus, after years of expectancy and delay, was the much-valued emporium of Western China opened to foreign trade in the quietest and most unostentatious manner possible. On the opening date there were 'present' in the city walls the representatives of one American and two British firms. It was not, however, until the 18th June, by which date the river had attained a height of the city of 40 feet over its winter zero point, and upward voyage from Ichang had been rendered perilous and risky in consequence, that a small 'export cargo was forthcoming for the first' chartered junk put on the berth. Seeing that under the transit duties on native goods and coast trade duties on native goods 'due were not called for until shipments' reached Ichang, thus reducing the amount of capital involved in the event of mishap during the dangerous voyage through the intervening gorges and rapids, it is extremely doubtful whether the guide words 'have fallen in so soon as they did with the new shipper' arrangements provided 'had not been for the keen, and generally to be explored, competition existing between steamer companies on the lower river, which induced their native agents at this port to underbid one another in the freight market, and to accept cargo at rates so disadvantageous to shippers that at last it dawned on the Chungkinges that as a Treaty port the 'merit' had, after all, developed 'advantages positively undreamt of. What steps they may take when later on it is sought to restore freights from Ichang toward something like original rates it is difficult to prognosticate, but in the meantime, from the date already mentioned, shipping through foreign agents'—Instances 'were not wanting, however, in which, when it was found that the Foreign Customs 'tariff was inflexible, cargo was withdrawn from steamer agents, even after examination for shipment in ordinary junks, to the extent of the more favourable terms obtainable at the native tax offices 'might be availed of as far as Ichang.' This is to say, so long as the competition among the steamship lines reduces freights to a non-paying level and goods can be exported cheaper than by junk, freight charges in a junk are more favourable than in a steamer, and so the native tax offices 'might be availed of as far as Ichang.' 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[illegible]

The result of the polling to show the sympathy of the British residents with the Government

Therefore it is useless to provide against an imaginary danger and to adopt measures which tend to restrict the freedom of stray dogs. These

without the blessings from the "Hog
could we have reached such a pos-

is impossible to indicate the period when that
 on began to administer their own flesh to Can-
 sion

He met a man named Lewis and asked him to get some eggs and honey at 66th

The implication seems to be that the pro-
nunciation is already attained by the
... of the Monarch himself under

[illegible]

We do not hold ourselves responsible for the opinions
expressed by our Correspondents.

transportation into Cochinchina, and that it was unknown before the arrival of Europeans. It is

be not in the least afraid. For were he a tiger
will eat his flesh and skin his hide.

essential in all such cases that the recipient
and be kept in profound ignorance of the na-

a against them by the very terms of w. 'cutting off a portion from a living

and move to their irrelevant comments
 on affairs, which were by no means

[illegible]

riots,—of employing stupefying, bewitching
drugs which control their victims to follow

...only aim is to increase their courage by making the gall of men noted for bravery. the

medical nor legal to monopolise to the
subject of man's place in medicine. taine

point. His proposition need not be entered.
The Emperor also conveys the inform-

can be found so to explain these Classics as advances in our understanding of the principles of Government." And this, for nearly a century and a half, this expectation of the Classics has been produced. Now need but to turn a page or two, and we find that the same hands have turned the same Classics to support an accommodation that "The Master said; a country of a thousand chariots, there are no reverent attention to business, and no frugality; consequently, poverty, and the employment of the people proper seasons." How is it that text, containing such precepts, fully accepted by generations of experience, cannot be produced in evidence to the satisfaction of fifty millions of subjects? Business as well, the expenditure are selfish interests, and waste resources. "Wen-ho-tung-lin

8

overnight-draw unit. At noon the breakfast was served. Viscountess Hijioka, Takemura, the host and Mrs. Takemura, the Suez Canal Company's Japanese Consul, and Mrs. Nagasaki, were the guests. At 1.30 p.m. Viscount Aoyama, Imperial Chamberlain, arrived on his own. He was accompanied by his wife and couple and to present to them a small gift; and half an hour later the Chinese ambassador, the Empress and the other members of the Imperial household, the Prince Imperial, also arrived with his family. Shortly afterwards the first telegram from the Empress arrived, and resulted in audience by the Empress at noon. (Times they remained to the end of the afternoon.) The Japanese Emperor, the way back they called at the residence of H.R.H. Prince Fushimi in Kioicho. Prince Komatsu presented the belated telegram to the Empress, and then, in accordance to the tradition of Prince Li (son-in-law) at Suzurgetai, where all the Princes and Princesses were invited to the audience. It is stated that the Japanese Emperor and Empress left the Japan Government building in October, when the Emperor became old—Japan Mail.

HONGKONG.

The Emperor's last night at the residence of the Japanese Consul, and the

HONGKONG.

was held on the 15th into the loss of the ship off the coast of Japan, and at the same time the evidence the Court decided against, Capt. Hunter, was to blame.

and his assistants for two months. In the summer of 1963, a boat accident near Peking took away the lives of two of his military attaches and also a large majority for the Coast Guard. The Chinese government, in 1964, when two more military attaches were killed, the T'ung Valley Airbase, by a fire, a special jury asked to investigate.

A telegram has been received by Mr. Tidy informing him that the President of the Republic has appointed Mr. Tidy as the American Ambassador to Peking and Taiwan. The decision was a consequence of Mr. Tidy's previous long experience in important military and naval posts in the Far East, resulting in the loss of his leg, occurred on Saday's second voyage to Saigon, Vietnam. A year more, he would have been in the position, certainly, that was able to visit the fourth, however, was killed and was now by Sgt. Macdonald.

The Hon. Treasurer of the Alliance, Mr. Tidy, is a member of the Alliance for the Pacific and the Pacific Council, and is a member of the Pacific Council and the Pacific Council.

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NOTES FROM CHINESE NATIVE PAPERS.

[illegible]

SKETCHES IN CHINESE INK

period of time to those who have been so kind as to send me a few lines. I am, N. C. G.

and Towns-
and their lives
ment we
not super-
to be
German
from the

TOURANE AND HUE.

CHINA.

DISCOVERIES NEAR

CANTON.
[FROM A CORRESPONDENT.]

His Excellency Kiang Ngai, the
governor, arrived here yesterday morning
in the gunboat Tein Tou. Many high officials
had assembled at the new wharf to
welcome him, and he went on board and paid their respects.
In the afternoon he landed with
his family and made an official call on the viceroys.
Afterwards he returned to the gunboat.

MARRIAGE OF H.I.H. PRINCE
KOMATSU OF JAPAN

The Hok Shan Magistrate has a trouble with the figures. He reported that 200 houses were destroyed, and 100 tortures on criminals were reported, and that they had been deprived of food. These two graduates worked against the magistrates and ended with the figures of 200 houses destroyed and 100 tortures on criminals. They reported several very serious charges against the magistrate. The case is at present pending with the magistrates but will probably be decided by the end of the month.

At 1 p.m. today a fire broke out in the Chineng street near the Zouan market originated in a general goods store where some kerosene and oil were stored. The fire was very big and burned the fire was not put out until 4 p.m. and about 20 to 25 houses were destroyed. Several people were killed and some reported that some lives were lost. The goods in the stores were lost and the steel goods from the premises were taken to the police station.

CHINA.

An incident has come to our which serves to illustrate Chinese of As our readers are aware, acting instructions from Peking, the Hoppon has been obliged to restrain the a donor of his subordinates, and duties levied on the have had multiplied, resulting in reference to

